



Ecclesbourne Express

*Newsletter of the Ecclesbourne Valley
Railway Association*

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The Wirksworth to Duffield Line

Ecclesbourne Valley Railway Association

(Company No.5257082 - Limited by Guarantee) (Charity No. 1106810)

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Our Winter Edition (Issue 89) will be published in January 2023

Contributions are welcome by post/email to the editors: ***editorsEE@talktalk.net***

Our **DEADLINE DATE** for inclusion in the Winter Issue will be **Dec 10th 2022**

NB A reminder will be sent 7 days prior to the deadline date.

PLEASE REPLY TO: *editorsEE@talktalk.net*

We cannot emphasise enough how important the deadline date is.

Front Cover: 80080 Memorial Train 09-09-2022

photo © Dave Williams

Back Cover: A Taste of Faulty Towers event 10-09-2022

photo © Sam Weaver

Letter from the editors

An editor's duty can be sad at times especially when we have to include obituaries.

On which note please, if you can, support the appeal on page 4. It is, sadly, too late for Hannah but will help others in the future.

Please note that the annual review and accounts are included with this edition of the EE.

We are very close to appointing a new EVRA treasurer at last and more details will be in the next issue of the EE.

On the other hand, our Gift Aid secretary has decide to hang up her calculator and notebook so we now need someone to perform that worthy function, which contributes a fair amount to the EVRA coffers every year. If you fancy to take up the mantel, please contact Lindsey Bowley: see page 2.

We must offer an apology to all bus fans, who no doubt spotted the deliberate mistake that the Bristols featured in EE87 were actually VRs not REs. REs were, of course, single deck vehicles! Gremlins again!

80080 has been returned to service with only minor damage after its excursion into the ballast at Duffield. Its first day back at work was on 9th September.

Fortunately, this was in time to haul the September 10th running of "A Taste of Fawly Towers" which was very well received. We know, we were there!

Finally a big thank you to all the contributors who observed the deadline for this issue. With the AGM approaching it is always a close thing to get everything put to bed and printed in time!

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**As always, please check at
e-v-r.com for up-to-date
information regarding
services, times and
facilities before travelling to
the Railway.**

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DOROTHY NEWBY

Leigh Gratton



It is with sadness that I have to report the passing of Dorothy Newby on Wednesday 31st August.

Dorothy was very active in the early years of the railway initially, beginning on cutting back vegetation around the overgrown station but she soon turned her hand to gardening, general housekeeping, Booking Office and Catering.

After the opening of the line to Duffield, Dorothy had to cut back due to disability but continued to delight the P'Way gang and others with her regular supply of homemade cakes. Some will even remember the popular 'Shunters Dunkers' which were a mess room favourite to go with your cuppa. The photograph shows Dorothy during a buffet she put on for another sadly departed member Colin Blower at his birthday celebration. The funeral was held on Wednesday 14th September at the Dale Hill natural burial ground.

Our thoughts are with husband and regular volunteer David.

Editors note: There are so many comments from other members of the railway that we just do not have room for them all, but it is the general consensus that Dorothy will be missed.



HANNAH SCOTT

Dave Williams

September 9th saw the funeral of our CME Simon's lovely wife Hannah, who had succumbed to cancer a few days earlier after a two year battle against it. She was just 30 years old. A wreath was carried on 80080, the Std 4, as a mark of respect. It goes without saying that our condolences go to Simon, to John Cook (Hannah's father), and their families.

Her funeral, which was held at Swanwick Crematorium and burial ground was well attended by her friends and many colleagues from her work, the Midland Railway, EVRA and EVR.

Coincidentally, the wreath was left on the loco for the rest of the weekend to pay our respects to the Queen who had died on the 8th September. All in all a sombre few days.

Editor's note: I knew Hannah for many years at the Midland Railway Centre and she was often around the place in mucky overalls, with smudges and smuts on her face. She would hop up on the locos for a ride and was never phased by getting her hands dirty as she helped her Dad look after the resident Aveling-Porter road roller, and his Foden lorry. She was always cheerful and will be sorely missed by all who knew her. Andrew

(Please see page 5 for how to donate to Hannah's memorial fund raising site.)

Once more it is our sad duty to report the death of two of our members on these pages.

In addition to our own friends and members, everyone must now know of the passing of HM Queen Elizabeth II after an incredible 70 years on the throne.

The railway sends condolences to all the families involved, and we wish King Charles III all the best for his reign.

HOSPITAL EQUIPMENT FUNDING In memory of Hannah Scott.

All contributions will go to providing equipment for Lister 1 ward at Nottingham City hospital where Hannah was cared for.

If you are able to do so, please give generously to this worthy cause.

Scan the QR code with a smartphone, visit e-v-r-a.com or copy this link to your browser:

<https://www.gofundme.com/f/hospital-equipment-funding-in-memory-of-hannah>
to make a donation.

Scan to donate



**Hospital Equipment Funding
in Memory of Hannah**

[Gofund.me/544a9ea7](https://www.gofundme.com/f/544a9ea7)

During the past five years, a significant but small, in terms of length, of track has been relayed. From the experience gained over this period a method of relaying that delivers renewal of the element of the infrastructure, the track, formation and drainage, has been developed. As we have gained this experience, we have considered the challenges of responding to the degraded condition of the infrastructure and the need to deliver a plan that delivers renewal, faster than the dilapidation that is nature's way.

Chief enemy in the battle to restore the track to good condition is the drainage. We have carried out maintenance activity along much of the railway to restore where possible water flow in piped drains and opened out ditch drains. Lowering the water level and providing avoidance to prevent silt laden flood water from contaminating the formation is vital. Unfortunately much of the formation has been contaminated historically over a period perhaps spanning back to the 1950's or earlier. However, it is evident that most ditch drains must be re excavated at no more than three year intervals to restore flow and maintain low water levels. Where piped drains are intact, most are still buried under silt deposits over the layer that is intended to be permeable, we have been partially successful in clearing this silt deposit and much of this work has been accomplished with the Takeuchi TB125 purchased some four years ago. This machine has proved to be invaluable, because of its transportability up and down the railway, flexibility and ability to crane loads of up to 1/4 tonne, relieving the need for man handling of many items including the placement of concrete sleepers.

The sections of track that we have re-laid after the stretch tackled in January/February of 2018 have all been completed by the EVR's own P Way team, all of the plant operation and machine driving including excavation and levelling of formation. In 2018 we used a sub-contractor for much of the excavation which, whilst this work was very reasonably priced, still represented savings achieved in subsequent operations. The methodology developed has proven to be efficient in so far as the equipment enabled us and we have progressed to identify and procure further equipment to ease the manual workload involved in relaying.

The next enemy after drainage is the original fixing system, elastic spikes and BR1 base plates. So far this is the most labour intensive element that we have not been able to mechanise. Spikes become corroded into the base plates and a variety of tactics including driving them further in are used before ultimately being able to pull them out. With fixings out, the rails can be removed by 'walking' them sideways, an adequate supply of timber blocks being to hand to form pivot points. Next the old timbers are removed. Initially we tried manual lifting and carrying to stack in bundles for removal by one of the road rail machines, but this proved to be very physically demanding. We have developed a method of lifting then carrying using the Takeuchi excavator that is much more productive. Excavation of the formation to bottom ballast level is carried out using the Takeuchi involving pulling excavated material into stock piles within reach of one of the road rail excavators for loading into rail vehicle for removal to a dump site.

Laying of bottom ballast is a reverse of the removal of spent ballast and spoil and this ballast is laid on a permeable membrane the purpose of which is to resist permeation from below of silt into the ballast. With bottom ballast in place and levelled, the replacement sleepers are bought in, again by road rail excavator, and placed, since the

reach of the big excavators is not sufficient to reach the whole length of a panel of track, the Takeuchi is again used to place and space the sleepers ready for re railing, which is again the reverse of removal. The next manually intensive task is insertion of the Pandrol clips to secure the rails.

In the sections completed thus far, top ballasting has remained the most labour intensive task, with stone dropped from the Dogfish hoppers which must be shovelled into place, then level set by jacking before tamping with the Robel hand tampers. Typically for each 60ft panel the track can be lifted, excavated bottom ballast replaced and track back in place in two days and three days being required to drop ballast, lift and then tamp to level, and this timing does not include any slewing which is impossible by manual means due to the weight of each panel being 9 tonnes.

A 'modern' tamper is of course a fantastic piece of equipment, it will lift line and tamp a mile of track in a day, but, the cost per shift is into thousands and it must be transported in and then out after completion, again a cost that runs into thousands, so in terms of cost effectiveness and management of resource to work on our time-scales, another solution is required, and bear in mind that the tamper does not tidy up after itself by regulating and spreading the ballast evenly.

We have purchased, as with much of the other equipment that we have supported by donations from members, three machines that will together further ease the manual efforts of our team. The first is a lifting and lining machine. This is capable of lifting assembled track, as we otherwise do with ratchet jacks, and slewing it laterally. This machine is pedestrian operator controlled and has power traverse so is indexed between sleepers. The method of operation is combined with the second piece of equipment, the tamping head. This attachment that is mounted on the dipper arm of the O&K Road/Rail excavator tamps on each side of each sleeper on either side of each rail, that is eight points simultaneously. The methodology is that the tamping head will tamp a sleeper adjacent to the lifting and slewing machine to secure the alignment. We must develop the final methodology for these operations, but I expect that we will work through a relay site, lifting and aligning perhaps every fifth sleeper at the first pass, then on a second pass, making small corrections at every sleeper and a final tamping.

We will continue to use the Dogfish ballast hoppers to deliver the top ballast. These vehicles move the bulk required, but they are not the most user friendly in terms of getting the stone where it is wanted. This is where the final piece of kit comes into play, the ballast regulator. This machine is essentially a rail mounted bulldozer. It has a number of blades that are manually and hydraulically deployed to move stone and form the ballast shoulder, and an engine driven rotating 'brush' the purpose of which is to do quickly what otherwise can only be done by a man with a shovel. The combined productivity of being able to mechanically lift and slew, tamp and then move stone to where it is wanted, are the key elements to increasing the rate of relaying that can be achieved.

The machines that we have bought are, by comparison to a modern tamper, all easy to learn to use, mechanically relatively simple and thus more easily maintained and

more follows →

Cont'd:

because they are ours, are available for us to use (or will be when overhaul and commissioning is complete) at any time, releasing dependence upon third parties and very considerable hire costs.

The volunteers that have over the years, contributed their time and effort to the work of re-opening and maintaining the railway have often commented on the physically demanding nature of the work. This mechanisation will both ease the physical demands and increase the work output of each person. With some six miles of railway to be re-laid over the next twenty years or so, these machines are vital to achieving the level of productivity required to meet these targets.

Mike Fairburn

Civil Engineering Manager

SALES MATTERS

Pat Craft

The volume of donations since July has been phenomenal and there are still many boxes to look at and process (to price and where appropriate to Gift Aid), with which several of the shop volunteers now help. Sales have been rising, no doubt due to the variety of books and other items which have been donated. The gross shop income in June, July and August totals £12,861 plus £1,415 from e-bay sales – so thanks are due to all those involved in manning the shop and selling on E-bay – it is certainly a wonderful result.

Bric a brac sale

August Bank Holiday Weekend at Wirsworth Station raises £801

Thanks are due to all those who donated items, those who priced them, erected the marquee, brought the tables and boxes from storage and set everything out and then sold items for the four days! Thanks to all those who then reversed the process on the Tuesday after the weekend.

Many thanks to all those who came and bought items and helped to raise the magnificent total of £801; there are still some items to be taken for auction and to be sold on e-bay and so the total will be higher.

We were blessed by the weather which helped to make the whole weekend better for the customers and the volunteers and we had very little left to dispose of at the end of it all – another bonus!

Train Collections

In future, Eric Hills as chair of the Fundraising sub-group, will report on this fundraising initiative, but I felt that I should report that in June, July and August £2536 has been collected on the trains, although there has been a fall in donations in August, which may result from anxiety about future bills. Some of this fall has been made up by the sale of draw tickets £146 in August when we started to record the origin of ticket sales specifically. Thanks are due to those who help with this form of fundraising - it is not for everyone – and involves a long day starting before 10.30 and finishing at 17.00.

AS TIME GOES BY

Ian Bowley Company Secretary

I seriously don't know where this year has gone, it only seems a few short weeks ago that we were opening for the new season

We still have projects that are slowly but surely coming to fruition. Cathryn has been in steam and I believe there are one or two teething problems, one very important one was to do with the safety valves blowing off and not re-seating at the correct poundage.

Henry Ellison has been away on holiday (actually on loan) to Cambrian Heritage Railways and I am told he has done an excellent job. The sad part about it is that Henry is now out of ticket and is due for his 10 year boiler inspection, which entails removing the boiler from the rest of the loco and replacing the steam tubes. I do understand that it's the wrong time to ask but any donations to help fund this vital work would be gratefully received. Number 3 is also out of ticket in October requiring a cold examination by the boiler inspector and then the steam test, but of course everything comes at once.

We slowly seem to be getting to grips with the lease for the new station building phase 2 having appointed a new solicitor who is now dealing with this.

We have now come to the end of the Steam Driving Experiences for this year, they have been cut short because of the ever increasing price of coal. Last year we were paying around £170 a ton whereas the last load that came in mid September cost nearly £400 a ton and this came from Kazakhstan. How this can be classed as being environmentally friendly I do not know when we have coal in the UK that could quite easily be mined if we had permission to do so...

Before I get even further onto my soapbox I think I had better call it a day! I will just point out that EVRA have purchased a new mess room that is being fitted out at the moment. Once completed it will be a vast improvement on what we had previously.

I hope to see you all at the forthcoming AGM on November 19th, 2pm at Wirksworth Town Hall. **PLEASE DON'T FORGET YOUR MEMBERSHIP CARD!**

100 CLUB PRIZE DRAW

Andrew Denham

1st Prize: 171, £84.60 - G M Cornwall

2nd Prize: 269, £50.76 - D H Derbyshire

3rd Prize: 203, £33.84 - J W Derbyshire

Please note that legally we are no longer allowed to give names so only initials appear here. All winners will be advised in the normal way.

Don't forget that next time it is the annual super draw with more cash to splash and five prizes!



Mitchell's Artisan Butchery

Mitchell's Artisan Butchery is an independently owned butchers shop, located in Wirksworth, Derbyshire, UK. We only deal in locally sourced meats derived from good farming standards.

We believe in respecting our animals. This means that we only sell free range, local meats. We also pride ourselves in being able to use the entire carcass, and not wasting anything provided to us from our local farmers.

21 Market Place, Wirksworth
www.mitchellsartisanbutchery.co.uk 01629 820261



OUR ROYAL RAILWAY CONNECTION

On Friday 23rd October 2015, the former Prince of Wales, now HM King Charles III, took a trip down our lovely line accompanied by members of Wyvern Rail.

Before starting off, Graham Walker explained key elements of driving a diesel engine. Here we see the Prince in conversation with Graham.

Photo by kind permission of Martin Miller ©

GIFT AID

Our long serving Gift Aid guru has decided to stand down and so we need a volunteer to perform this valuable task for EVRA. If you have some time to spare, please contact the treasurer (details on Page 2) who will advise you on the exact nature of the work.

A MEMORABLE DAY!

Richard Buckby

Greetings from the Northumberland coast, where it is blowing a gale. I miss you all! I have found employment at the Aln Valley Railway, do call in if you are up this way. (Bring Arctic clothing!)

I thought that recent sad events should remind us that in October 2015 we hosted the future King on a visit to the railway. Just a few random snaps I took on the day.

Note the heavy police presence, not sure what his name was. Note the volunteers in suits, usually clad in scruffy hi-viz orange. Vast crowds turned out! The royal cushion was placed showing where HRH was due to sit next. Vince Morris got in conversation with our VIP.



Photos © R Buckby

The Story So Far...

The LMS Twins, numbers 10000 and 10001, were the pioneer British mainline diesel locomotives, designed and built by H G Ivatt, the last CME of the LMS in close collaboration with English Electric. 10000 rolled out of Derby works in December 1947. They were steam-age locomotives, serviced alongside Stanier's Pacifics and Black Fives, vacuum braked, 2-man crewed, water-scoop fitted. They demonstrated the viability of diesel electric power to match steam power together on Euston-Glasgow 'Royal Scot' expresses and individually on Class 5 mixed traffic and then introduce operational efficiencies. Perhaps most noteworthy, their English electric prime mover, the 16SVT 16 cylinder 'V' four-stroke diesel, proved so successful that derivatives powered many later diesel electric classes including 08, 20, 31, 37, 40, and 50. The Twins operated before the first of the BR Standard steam locomotives rolled out, and they were still operating in 1961 after the last of that build of 999 new steam locos. The Twins were eventually withdrawn and scrapped in the 1960s after nearly 40 years of service between them, being non-standard amongst the recent flood of first-generation mainline diesels on British Railways.

Ivatt Diesel Re-creation Society at Wirksworth

The IDRS exists to re-create one of the LMS Twins. The Society moved its base to Wirksworth opening the distinctive green workshop (on the left as you drive into Station Road) in December 2020. Our early work was focused on collecting together our many parts from other locations and upgrading and organising the Works as a storage and restoration base. Most noticeable was bringing in our power unit, a lightly-used authentic 1947 build 16SVT; the 1953 Derby-design Co-Co power bogies from an EM2 Woodhead electric; and our donor chassis in the form of the early-withdrawn Class 58 number 58022.

Recent Progress

Much of our work over the last few months has focused on completing the dismantling of 58022. The prime mover and alternator were removed before it was transported to Wirksworth. After many working parties removing smaller components we've been able to focus on the big parts. Both cabs have been removed, and the No.1 or 'A' end cab is being kept at Wirksworth as a gate guardian and visitor attraction. The cooler group has been removed - the radiator elements were caked in coal dust from 022's service days on MGR trains between collieries and power stations. We will modify parts of the cooler group for re-use. The control cubicle has been removed and thanks to a generous member donation we will be able to restore this for use in the re-created 10000. The fuel tank was drained (and the twenty-year old diesel fuel actually looked in very good condition) and removed, again this will be modified for re-use.

With the heavy steel frame of the class 58 cleared top and bottom, on Monday 22nd August the big lift finally happened. The frame was lifted off the two power bogies, inverted, and loaded onto our long flat Sturgeon wagon. That is a major achievement for the Society. We have the frame clear and positioned ready for the work to modify the frame for the new 10000. A key part of those modifications is to build and fit the new bogie centres that will mate to the EM2 bogies and so create our rolling chassis on which to build the new locomotive.

The final dismantling of 58022 is a milestone for the Society. The loco was purchased from the scrap line at Crewe many years ago, after having been an early class withdrawal, much cannibalized for spares for many years while the 58s were operating. It would have been the worst of Class 58 fleet to try to restore, but it provides for IDRS the unique heavy steel frame which will be the foundation for LMS 10000 and so will live on in its new role for many years to come.

If you'd like to know more about IDRS, support us, or join the volunteers working on this unique re-creation, please contact info@lms10000.co.uk



The lifts!
In chronological order.
Heavy Stuff!

Photos supplied by LMS 10000 Group.



100 CLUB

WIN cash prizes in our quarterly draw and help the Association to finance exciting new projects.

Don't delay join today!

It costs just £1 a month, payable quarterly by standing order and you can, if you wish, to increase your chances of winning further, increase your number of entries. It is easy and you can be sure that you will be helping our railway grow. Draws will be held in April, July, October and then in December a super prize draw.

The prize money for each draw will be 50% of the funds held so the more entries, the more there will be to win!

This prize draw is open to anyone who wishes to support the 100 Club.

****You can pick up a leaflet in the Museum Building at Wirksworth Station.****

Ecclesbourne Valley Railway Association is a registered charity (1106810)

It is the support organisation for the

Ecclesbourne Valley Railway

“It’s amazing how successful our efforts have been since the last report”!

To enhance Wirksworth station, this year we created box planters full of beautiful seasonal displays, also redesigned the stunning bankside and the lovely cottage garden on Platform One. Over the Jubilee Weekend **Wild Roots Creative** handmade an amazing wickerwork train!

For the first time this year the Station became part of the town’s Open Gardens Event in June. A real honour and visitors’ feedback was very complimentary! A further innovation was the Station Plant Sale which enabled visitors to purchase a station memento. What a success, nearly £200 was raised!

We welcomed a new volunteer, Linda, who is already sharing her ideas and thoughts for the gardening year 2023. Watch this space!

EVRA Estates Team



BRIAN PARKER – Freight Guard 1977-1985

Mike Craft: Brian I understand that you started with British Rail, when was that?

I began on the Railway towards the end of 1977. I was a Freight Guard. When I started off I did Shunting for a month waiting for the Guard School to start and then eventually I became a Guard after the end of about three months. I was based at Derby 4 Shed, which was the main signing-on point but we actually worked the trains out of Derby St Mary's Yard. That was our main starting point for the traffic. Wirksworth branch line was one of our regular runs. It was one of the first lines that we had to learn when we passed out as Guards. It was classed as one of the local branches for working. That was our first trip out, that sort of thing.

I came up this line on a regular basis. In the lower link it was set out on sort of a twelve-week turnabout. We'd come up for a week at a time, then probably come back three or four weeks later. We worked on here early morning start from St. Mary's with probably 30 odd trucks on, a brake van, two Type 20 Engines all the way up the branch and then these were empties, of course, from St. Mary's which we brought up to be loaded. Some of the wagons were Brakes. We had what we called a fitted-head, which assisted the engine in each Brake; obviously with a heavy stone train you needed as much braking power as possible. So you'd have perhaps half a dozen or so wagons next to the engine, which had a through vacuum-brake and these would be applied from the engine and to help with the braking of the train, also I had a hand-brake on the Guards Van which sort of held the whole thing steady because it's quite a climb up from Duffield up to Wirksworth so you had to keep the train under steady conditions and going down it was even more essential with a loaded train, downhill, imagine all the wagons buffering up, unless you stretched them out so, that was part of my job too. To stretch the train out from the engine.

Mike Craft: So which end was the Brake Van and which end was the Engine?

The Brake Van was always on the rear. When we got up here the Brake Van was taken off, shunted off and before we set out it was dropped on the back of the train and it went down on the rear of the train again, all the way to Derby again. The wagons, once they were shunted out in the Yard down here, they were usually taken up in two lots up to the Exchange Site which is the side of Cromford Road, we took about half the train up first, put it on one siding and then came back down again and took the other up and put it on the siding next to it. Then these wagons were to be picked up by the Quarry Engine and taken up into the Quarry for loading and then we'd go up later on and bring the loaded wagons down again.

Mike Craft: I understand Brian that you used to come to the Dust Dock.

A couple of times a week we came to the Dust Dock where we used to load the dust train for St. Mary's. The dust train would be loaded by lorry and if the wind was in the wrong place and you were hopped to be shunting in the yard you'd get a mouthful of dust which wasn't very pleasant. I'd take three or four wagons probably and a Brake, a

couple of times a week back down to St Mary's. I believe they went to the Warrington area for the manufacture of the Glass Industry, I think.

The last stone train that I brought out of Wirksworth, that would be 1985, just before I became Signal man, that was the last time I worked up the branch here.

I enjoyed this line very much, this was one of my favourite lines this was.

NEWS FROM THE PIT

Dave Williams

Hi all, as some of you will know, our Std4 80080 unfortunately derailed on the Duffield run round loop in the middle of August, so we were unable to provide a steam service for several weeks whilst it was re-railed and brought back to Wirksworth for repairs. These were carried out by the West Shed gang, ably led by our CME Simon Scott. The loco was back in service at the beginning of September and has been in fine fettle.

Barclay 'Henry Ellison' will be returning soon from its highly successful summer spell on loan to the Oswestry Railway. Its 10 year ticket is now up, so it will now await its overhaul.

Barclay No 3 'Brian Harrison' is working well and has been used for several steam experiences over the last couple of weekends.

Dave Williams. Shed Master (Steam)

EVENT REPORT

Editors

As a confirmed Fawty Towers Fan, one half of the editorial team bought us both a ticket for the "Taste of Faulty Towers" special which ran for the second time on the 10th September. We were to attend the evening do, and from all accounts the afternoon show had been pretty good.

It was an absolutely hilarious evening from the moment we arrived until we got back to Wirksworth a couple of hours later.

The actors were in character from the moment they arrived with Manuel as his usual incompetent self, a suitably irascible and offensive Basil and the supercilious Sybil. That laugh!!! My teeth are still on edge.

The acting was good, the entertainment was there and many snippets from the original TV series were there, with maybe a slightly more believable "Siberian Hamster" than in the TV show. A good time was had by all.

Thanks must go to Sam Weaver and his team for providing a suitable three course meal, even down to the surprising starter of - what else?

Tomato and **Basil** soup!

Funding to Overhaul Henry Ellison Appeal

As mentioned elsewhere, our Barclay Henry Ellison is now out of ticket and will require a heavy overhaul.

The cost to do No 3 was in the region of £60,000 and costs are still rising.

If you are able to do so, please support our Locomotive & Carriage Club. Details are on the EVRA website or can be obtained from the Treasurer, see p 2.

A letter to the editors

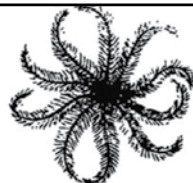
Further to your article on the marine Deltic engines in the last Ecclesbourne Express, it may be of interest to note that the service oil for these engines was supplied for many years by Silkolene Lubricants of Belper. Silkolene held the supply contract for various lubricants used by the Ministry of Defence – including the lube oil used in the marine Deltics. The engines were still in service in the early 2000s, maybe they still are.

Best Wishes, Alan Walker

Thanks for the information Alan. A quick “Google” tells us that they are still in use in the Royal Navy Hunt Class vessels as Ruston-Paxman 9-59K Deltic engines although the last new Deltic engine was built in 1985, so the ones in use are all refurbished, refurbished and refurbished again units. Eds.



The Red Lion



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We have had a number of bottlenecks to sort out, but these are slowly coming under control:

Main Steam Delivery Pipe: after various broken promises, LMS have managed to find a further supplier who reckons to actually have the right size copper steam pipe in stock, and promises delivery within a week.

Small Bore Steam Pipe: we were offered "uncertified" copper stock by a previously reputable supplier, which is simply not on. Fortunately LMS have some to spare with QA paperwork which should arrive soon.

Vacuum Ejector: the first chosen supplier also proved to be a hopeless source of broken promises, so far the second, who is supposed to be a specialist supplier, is no better, but we do have a Plan B: we have been offered the use of a proven set of drawings which will enable a reasonably serviceable vacuum ejector to be machined from standard bronze stock. It is reckoned to be capable of operating 5 coaches on the climb from Duffield and the design is in service on a number of heritage railways; the point is that it has a relatively low minimum operating pressure whereas the ex-mainline ejector we have, assumes a much higher boiler operating pressure and will knock off if the loco is in anyway short of steam. The Combined Steam/Vacuum Brake Valve: LMS have raw castings in stock and will begin machining shortly.

Meanwhile there has been steady progress on minor but essential works. The injector exhaust pipes have been bent down so that the exhaust goes on the track, not on the fireman when uncoupling. The chimney has been drilled and tapped and temporarily bolted in place, pending fitting of the saddle tank. We were asked why the locomotive appears to have a double chimney, which you may see in the attached photograph. The chimney sits on and passes through the tank but is fixed to the top of the smokebox. The locomotive and tank have been sanded filled and painted in red undercoat, so once the tank goes on The Duke will at least look like a proper engine at last!

8F workshop van: re-wired internally and awaiting connection to the 3 phase supply, externally repainted, new roof covering being fitted.





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SEE WEBSITE FOR MORE DETAILS: e-v-r.com

THE ECCLESBOURNE VALLEY RAILWAY ASSOCIATION

ANNUAL GENERAL MEETING

is arranged for Saturday 19th November 2pm

at

Wirksworth Town Hall.

Please bring your membership card for admission.

NEW MACHINERY

Bernard Caddy

Members and visitors interested in unusual machinery might have noticed a new yellow machine around at Wirksworth. This is a Sanderson 725 teleporter, F924 MPF ('F' prefix was Aug 88 -Jul 89), purchased by the group who are re-creating LMS 10000. It may be mistaken from afar for one of the popular JCB tele handler family but it is actually not a product from Staffordshire, but a predecessor from Lincolnshire, built by Sanderson (Forklifts) of Croft, near Skegness.

The company was founded by Roy Sanderson in 1967, originally building hydraulic forklift attachments to fit to tractors, and later larger heavyweight 'rough-terrain' forklifts built around Ford tractor units. The company led the way with telescopic handlers, and in the mid 1980s expanded further with acquisition of the Priestman excavator business and the Winget dumper and mixer business. However, in 1990 they had financial troubles and closed. The Sanderson name and range was sold on to Aveling Barford. The Liner Giraffe, developed in 1974 by the Liner Company of Gateshead, was the forerunner of the 'site placing vehicle' concept, which Sanderson developed with their Teleporter range, and many years later, JCB adopted with the Loadall Telehandler range. There are still many Sanderson Teleporter machines in service, they are rugged and reliable, and relatively simple to maintain and refurbish. F924.

F924 is a 725 Teleporter, well-seasoned but in good condition having been well maintained. It was acquired in April by the Ivatt Diesel Restoration Society from agricultural use in Wales; and it is supported and available for use by the railway as well as by the IDRS team. It's a flexible and capable machine with SWL of 2.5 tonnes and reach of around 7 meters, four wheel drive and steering, including crabbing (which is disconcerting to unwary drivers). Although usually fitted with the conventional forks, EVR has acquired a suitable bucket attachment in order to use the machine for coaling. It's kept and used at the IDRS workshop at the entrance to Wirksworth station site, although will also be seen in the yard on EVR coaling duties as well as currently working on the IDRS Class 58 disassembly by the LMS 10000 group.



Photo © Bernard Caddy

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OPERATIONS MANAGER AT EVR

Helen McKortel

I started at EVR in May 2022, having come from a mainline railway background. I worked as a train manager for Virgin trains (on to Avanti West Coast) and now I find myself here at EVR as Operations Manager.

It is an exciting change for me, I am enjoying being a part of something so valuing of its people. I am thoroughly enjoying seeing and helping the railway thrive. The community at the railway is wonderful to watch and see grow with all the new faces joining and getting involved.

My focus will be on communication within the operations department and providing the smooth running of our day to day operational activity. It is surely an exciting time for our railway and one I am proud to be part of. Not only is it myself in the ladies' team who joined recently but also Donna who is now part of our administration team, and Sandra who is part of the ever growing catering department. I can't wait to see what the future holds for the railway.

Long may we continue on our journey in this beautiful part of the world!

Editor's Note:

We have, at long last, been successful in our search for a new **EVRA** Treasurer and Steve Orchard will take over from Lindsey Bowley after completion of a training/handover period. We welcome him to his new role, which will hopefully be ratified at the AGM.



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